

NEWS OF THE WATERFRONT.

Naval Slip Done.

The Eric's Second Mate Fell Dead.

Donau Off For Japan. The Sewall Here.

TODAY is likely to prove a lively one on the waterfront. The Oceanic steamship Zealandia is due to arrive from the Coast and the probabilities are that the Toyo Kisen Kaisha steamer America Maru will follow her. The America Maru is not due until tomorrow but is in the habit of arriving in the afternoon or evening prior to the day upon which she is scheduled to come in.

There is also the possibility of a transport entering, to remain here a couple of days, on her way to Manila. Tomorrow the Hongkong Maru may make port from the Orient.

On Saturday the Mariposa is due to arrive from San Francisco.

The Naval Ship Completed.

The official survey of Naval slip No. 2 is now practically completed. The slip has been finished for some little time. During the last day or two officers of the navy have been engaged in making a survey of the work. It is said to be satisfactory in every particular and the officers of the Naval Station Hawaii are much pleased. They express themselves as perfectly satisfied with the manner in which the superintendent of the California Construction Company, Andrew McNally, has managed the work.

The dredging has been performed in a way that has exceeded the anticipations of the officials.

According to the contract the slip was to have been dredged to a depth of twenty-eight feet and six inches at mean low water. As a matter of fact the bottom has been blasted to more than the required depth, the superintendent not satisfying himself with merely complying with the terms of the contract.

The probabilities are that there will be no necessity of cleaning up any portion of the slip for a great while to come.

The blasting was expensive work, but means the best results and the slip is in a condition to last.

The new slip is even deeper than the deepest portions of the channel. At mean low water the channel is not over thirty feet, while the depth of the slip runs from thirty to thirty-two feet and six inches.

Schooner Eric Loses a Man.

When the American schooner Eric came into the harbor yesterday morning she was flying her flag at half-mast, having lost a member of her crew during the voyage from Caleta Buena.

The Eric is the third vessel which has lost a member of her crew during a voyage to this port within the last week.

The man lost aboard the Eric was the second mate, James Brooks, a native of Maryland. He was not lost overboard, however, as was the case of the other two vessels, the Olympic and the Henry Villard.

Brooks worked aboard on the day before the vessel arrived at this port. He was pulling on a rope when he suddenly dropped to the deck. Although his shipmates hurried to his assistance and did all in their power to help him, he never recovered consciousness and was probably the victim of heart disease. The body was brought to Honolulu, where it will receive burial.

The Eric was forty-nine days from Caleta Buena with a cargo of fertilizer. It is expected that she will go on here to San Francisco, but she has not yet received orders. Captain Roos is her commander.

The Arthur Sewall Arrives.

One of the finest vessels which has come to this port since the Erskine M. Phelps was here last year is the four-masted ship Arthur Sewall, which entered the harbor yesterday morning and docked alongside the old Fishmarket wharf. She is twenty-five days from Yokohama and arrived off the harbor on Tuesday night, lying off port until the morning.

The Sewall is in ballast and called for orders. On the trip across the Atlantic from New York the Sewall was struck by a squall and lost her main topgallant and main royal masts. Material was so high at Yokohama that the skipper made up his mind to wait until he arrived at some American port before he made repairs. The trip was completed by improvising sticks to take the place of the missing masts.

A heavy squall was also met with on the trip from the Orient to this port and the improvised royal mast was carried away.

Captain Goffrey is the master of the Sewall. The big vessel will remain here to load sugar for Hackfeld & Company. She will take her cargo either to Philadelphia or New York. She is a steel ship of 2,919 tons register.

Need More Frequent Service.

The strike of the machinists at the Honolulu Iron Works was the cause of J. A. Kennedy and Robert Scott of that concern going to the Coast on the steamship Gaelic for the purpose of securing men to take the places of the strikers.

It is not generally known that the two men paid \$275 apiece for their tickets to San Francisco, but such was the case.

The Gaelic, being a foreign vessel, is ordinarily not allowed to carry passen-



FISHING BOATS PICKING UP WRECKAGE FROM THE RIO.
(Courtesy of the San Francisco Chronicle.)

gers between two American ports except under a fine of \$200 for each passenger.

The Honolulu Iron Works was in a great hurry for men and San Francisco was the only place where they could be secured. The next regular steamship sailing for the Coast was the Mariposa on the 27th instant. The company could not afford to wait until that time, and as the Gaelic sailed on the 18th and it meant a great saving to get to the Coast and secure the needed men that much sooner, it was decided to pay the fine and send two men on the Gaelic.

Kennedy and Scott accordingly took passage on the Gaelic, their tickets costing them \$275 apiece.

This incident is an indication of how greatly a more frequent steamship service is needed between here and San Francisco.

Whales at Punaluu.

It is said that schools of enormous whales visited the port of Punaluu on Friday and Saturday of last week and that the native fishermen were afraid to venture out to sea. The steamer Mauna Loa left Punaluu on Sunday. While she was there it was feared that the leviathans would attack the boats of the steamer as they went to and fro between the vessel and the shore. This is the first time that whales have visited Punaluu for several months.

The Rosamond Sails.

The smart American schooner Rosamond, Captain Ward, sailed yesterday afternoon for San Francisco with a full load of sugar. The tug Fearless took her out of the harbor. The schooner carried several passengers. Among them were Frederick O'Brien, formerly city editor of the Advertiser, and his wife. They were profusely decorated with leis and a large number of their friends went out on the tug to see them off.

Austrian Cruiser Sails.

The Austrian training ship Donau, Captain Haus, sailed from this port yesterday morning for Nagasaki.

Pilot Laurensen took the man-of-war to sea. There were many people on the wharves to see the handsome fighting ship depart. During her stay in port the officers and men of the Donau enjoyed Honolulu and its inhabitants and Honolulu was happy to have them with her.

Trip of the Bangalore.

The American ship Bangalore arrived at Philadelphia from Kahului on February 26th. She sailed from the Maui port on the 5th of September of last year and on the 4th of February made the Diamond shoal lightship. Then she was caught by a terrible hurricane and for twenty-two days she was encountering nothing but bad weather, being coated with ice most of the time.

During those twenty-two days the ship ran short of provisions and would have been in a serious predicament if it had not been for the timely aid rendered by the Norwegian steamer Belvernon. As it was, the entire crew was unfit for duty upon the arrival of the vessel at Philadelphia.

Shipping Notes.

There are at present twenty-five deep-water sailing vessels in port. A few of the American immigrants who arrived on the Warrimoo have secured work in town. They would not go on the plantations.

The Arthur Sewall is voted the finest ship in the harbor by all who have seen her.

There are now several unfortunate vessels in port. The Olympic, partly dismantled; the Topgallant, condemned and the Arthur Sewall, partly dismantled.

A transport is expected here almost any day from the Coast. One from Manila is likely to arrive soon.

The next steamship from San Francisco will bring seven days' later news of the outside world.

The schooner Fannie Adele is engaged in taking coal to the Warrimoo.

Barkentine S. C. Allen and Irmgard are almost ready for sea.

The schooner Metha Nelson sails from this port to Kahului to discharge.

The schooner John A. Campbell sailed for the Sound in ballast yesterday morning. The Fearless towed her out. Her jibboom fouled the foremast of the steamer J. A. Cummins as she was going out of the harbor. No damage was done.

The engines and boiler of the little tug Leslie Baldwin are being set up under the direction of Chief Engineer Tucker. The tug will take a spin in the harbor today or tomorrow. She developed a speed of 95 knots on an indicated horsepower of 100 on her last trip in San Francisco.

Modern Sailing Ships in Future.

If Christopher Columbus could revisit our planet, says Lawrence Irwell in the New York Maritime Register, he would doubtless be surprised by a comparison between the tiny wooden caravel with which he discovered a new world, and a leviathan four-masted steel sailing ship, now navigated in comparative comfort to almost every port where freight is ob-

tainable. Wooden cargo-carrying ships impelled by the unbought wind are certainly diminishing in numbers, and in the future it is reasonable to suppose that a wooden sailing vessel will be as seldom seen on the salt water as a screw steamer was half a century ago.

The writer first crossed the Atlantic in 1874, and, looking backward since that year, it is readily seen with what marvelous mastery iron and steel have supplanted, not only wood in the hulls and masts, but also hemp in the rigging. During a comparatively insignificant period a radical change has been effected in the form, size and construction of freight-carriers which had remained practically invariable for quite a hundred years. But at present change is so much the order of the day, that a sailing vessel is almost a "back number" before it has completed half a dozen of the shortest sea-going voyages. It is not improbable, however, that the limit of size in sailing ships has been reached, and that owners and builders will find it to their advantage to keep their steel vessels within more moderate dimensions. Ships of exceptionally great carrying capacity are in demand, owing to the fact that experience has proved them to be the best kind for affording a fair return on the capital invested. On the other hand, the salvage companies and docks do not keep pace with the requirements of such giants, underwriters do not specially favor very big ships. Whenever there can be said to be any extra risk, the premium for insurance is certain to rise.

Many sailors and some shipbuilders were at one time more than ready to express a decided opinion that it was quite unnatural for an iron ship to remain afloat. Wood was made to swim, but iron to sink, said these sincere but mistaken admirers of the olden time. Their views have proved to be without foundation, for iron ships have taken the place of wooden ones upon the ocean, and iron itself has reached its meridian altitude. Steel being now somewhat above the horizon of progress, the ship-building yards of the country and of Canada still launch wooden vessels, although in decreasing numbers, and, as a general rule, of inconsiderable tonnage.

In order to demonstrate the condition of affairs concerning sailing ships, British figures are essential, for the United States is not, as yet, a great ship-building nation. It seems almost incredible that as recently as 1870 there were not more than ten sailing ships abroad of 2,000 tons register under the red ensign of the British mercantile marine. Now there are nearly double that number of steel sailing vessels, each having a registered tonnage in excess of 3,000 tons. During the year 1892, in which the writer investigated the subject in Europe, there were turned out from one yard alone on the Clyde no fewer than a dozen large sailing vessels, varying in registered tonnage from 2,300 to 3,500. In 1870 one of the biggest wooden sailing ships was the British Empire of 2,700 tons register, which during the Indian mutiny had been used as a place of refuge for the families of the European residents of Bombay. She had been originally intended for a steamer and this accounts for her exceptional dimensions. The firm of A. Sewall and Company of Bath, Maine, have probably built the largest sailing ships in existence, such as the Shenandoah of 3,000 tons; the Susquehanna of 2,623 tons; and the Roanoke of something over 3,400 tons register.

There exists considerable rivalry with regard to the birthplace of the first iron ship. I believe it is certain that the first iron vessel classed by the English Lloyds was the Ironides, in 1838. She was only 270 tons register. In 1839 England and Scotland built fifteen ships of over 2,000 tons, and Germany three of nearly 3,000 tons. No other country in the year named launched any iron or steel merchant ships of more than 2,000 tons register, but apparently preferred to obtain them from British builders. It is true, however, that several of the large sailing ships built upon the Clyde were for citizens of the United States, but these vessels were necessarily sailed under a foreign flag.

In order to show the risks to which ship-owners are subject I would not omit out that no less than nine of the vessels of over 2,000 tons register launched in 1833 had serious accidents before they were one year old.

Auxiliary steam power was once used for the purpose of forcing a sailing ship through regions of calms and light variable winds, but proved a dismal failure. The marine engineer has not been idle since that day, with the result that increased steam power is now possible by the employment of comparatively small engines with a decreased coal consumption. Cargo space being gained and expenses reduced, ship-owners have been tempted to give this auxiliary screw system another trial, but it has not met with marked success. About five years since the Maria Rickmers, an immense sailing ship, was built on the Clyde for the Bremen firm of Rickmers. She was capable of carrying nearly 6,000 tons of coal, but on her first voyage she was more than once in great danger of capsizing. On her homeward voyage from Saigon (French Indo-China), with a cargo of rice, she disappeared with all on board. The forebodings of sailors were this instance only too well founded. It was wrong to expect that a small crew could handle so large a ship in case of emergency. I am informed that a smaller auxiliary ship, the Severn, built on the Clyde for American owners, has so far fared fairly well; but the tendency of the day is to keep sail and steam altogether apart.

While better seamanship upon the part of both officers and crew might reduce the dangers both from within and without, yet these great floating warehouses are a precarious investment un-

der any conditions. In many cases the ship is overloaded and the number of the crew is too small. For example, take the case of the La France, which is one of the very few five-masted sea-going sailers and is owned by a French firm. She made a voyage from Iquique, Chile, to Dunkirk, France, in 105 days, with 6,000 tons of nitrate. She then went to England to take in a cargo of coal. The British laws for the protection of sailors are very strict, and when leaving port with 5,500 tons of coal she was compelled to take out 500 tons on the ground that she was overloaded.

Underwriters suffer very severely in the insurance of sea-going sailing ships, not only as a result of the storms, but also as a consequence of the character of the cargo. Coal cargoes of from four to five thousand tons seem specially liable to spontaneous combustion.

Do the giant sailing vessels experience any serious difficulty in carrying freights that will pay expenses—to say nothing of making profits? They certainly do at times, for it has not been usual—especially during 1892 and 1893—for them to wait for fully a year in San Francisco harbor.

The days of sea-going sailing ships are beginning to be numbered, and the cry for gigantic sailers is really an evidence that steam is determining the dimensions of the most modern freight carriers under sail. To invest large sums of money in them at the present day is not wise, although on the face of it the speculation—that is what it is—may look attractive. As recently as thirty-five years ago, two-thirds of the world's ocean trade was performed by sailing vessels; today at least four-fifths is done by steamers.

"The old man seems mightily pleased with himself," said Mr. Grindner's coachman.

"Sure," said the cook. "He's been saving all his burned matches for six months, and this morning he found he had enough for me to start the kitchen fire with."—Indianapolis Press.

Ship Chandlery!

Many of our patrons say what is the use of advertising

— "ARABIC" —

as every one who have had it put on their iron roofs will advertise it for you. This is true; but we believe, when we have a good thing, in letting everybody know it, particularly when it gives them comfort. Then when the summer heat is troublesome, they will know there is a remedy—"ARABIC" is the cure, at a small cost, and guaranteed by

CALIFORNIA FEED CO., LTD.,

Sole Agents for United States and Its Possessions.

Ship Chandlery!

A COMPLETE LINE OF Ship Supplies.

WILDER'S STEAMSHIP CO., No. 26 Queen Street, Opposite Boat Landing.

TELEPHONE 304.

JOHN A. ROEBLING'S SONS & CO.

Galvanized wire hoisting rope, chute landing cables and steam plough cables.

TUBBS CORDAGE COMPANY, HARTMAN'S RATJEN'S

Pair for iron ships.

WOOLSEY'S AND TARK AND WILSON'S copper paint for wooden vessels.

BOSTON & LOCKPORT BLOCK CO. pulley blocks

OAHU Carriage Manufacturing Company, Ltd.

RIVER STREET, Between Beretania and Pauahi Sts.

MANUFACTURERS OF Fine Carriages, Wagons and Trucks

Repairing Work a Specialty

All orders promptly attended to. Only competent help employed.

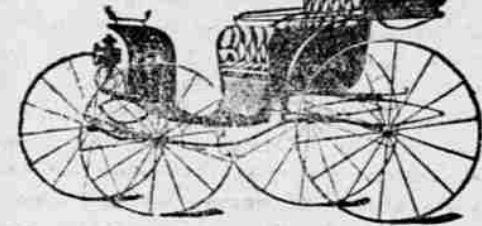
Just Received, via

American-Hawaiian "Californian" and Spreckels' Line "Zealandia"

AN IMMENSE ASSORTMENT

20th Century Vehicles

Our buyer, who left here in December, purchased for us the latest novelties in Vehicles, Harness, Robes, Whips and Lamps to be found in the United States.



They have just arrived and the exhibit is one worthy of your attention—they comprise the best to be found in a market that is noted for its superior style, design and workmanship.

The Runabouts, Surreys and Buggies are superbly finished and are supplied with the latest inventions—Rubber Tires, Ball Bearing Axles and Quick Shifting Shaft Couplers.



We keep in stock full line of Surreys, Phaetons, Buggies, Cabriolets, Landaus, Victorias, Carts, Traps, Sulkies, Buckboards, Speed Wagons, Runabouts.

GLAD TO HAVE YOU CALL ANY TIME.

We make and repair harness. We carry a full line of all parts pertaining to vehicles, springs, axles, wheels, carriage hardware, horse shoes, iron, etc.

Pacific Vehicle & Supply Co.

DAY BLOCK, BERETANIA STREET, HONOLULU, H. T.

IMPORTANT TO



Horsemen

Wilbur's White Rock Hoof Packing

A natural rock that will absorb four times its weight of water, making a soft, yellow paste. It is cold and moist to the sole and frog of the foot, replaces the natural moisture and penetrates into the foot, making it soft, tough and healthy.

Wilbur's Seed Meal

For horses off their feed or in poor, thin condition that needs improving. One pound lasts a horse sixteen days if fed according to directions.

— SOLE AGENTS FOR —

Wilbur's Horse Remedies

Manufacturing Harness Co.

Importers and Manufacturers of

Fine High Grade Harness

Large assortment on hand and made to order.

CORNER FORT AND KING STREETS.

P. O. Box No. 322.

Telephone No. 123.

WARM WEATHER COMING.

YOU WILL WANT SOME

SODA OR ICE CREAM.

TRY SOME OF OURS.

PLAIN SODAS, any flavor, made with filtered water 5 cent
ICE CREAM SODA, with Fresh Fruits, crushed 10 cents
ICE CREAM, with Crushed Fruits 15 cents

HONOLULU DRUG CO.

VON HOLT BLOCK, 61 KING ST.

A. H. OTIS.

OTTO A. BIERBACH.

Fontella

Largest, and Most Satisfactory

CIGAR

Sold in America.

A Long Smoke for a Nickle

ON SALE AT Hawaiian Tobacco Co.'s Stores,

Read the Advertiser.

75 Cents a Month.